

CLUB
\$12.00 Per Dozen
F.O.S.
\$15.00 Per Dozen
The Best Value in
SCOTCH WHISKIES
on the Market
H. PRICE & CO.
408 12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

D. C. L.
OLD TOM
AND
DRY GIN.
\$7.00 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
408 12, Queen's Road.

No. 12,008

號五月九年一零百九千一英

HONGKONG, THURSDAY, SEPTEMBER 5, 1901.

日三十月七年丑辛

PRICE, \$2.50 Per Month.

Wanted.

WANTED.
TWO JUPITER CLOCKS. Apply in writing, stating qualifications.
Care of 'CHINA MAIL' Office.
Hongkong, September 2, 1901. 1829

WANTED.
A EUROPEAN FOREMAN. Must have experience in building European houses.
Apply to 'A. B. C.'
c/o 'China Mail' Office.
Hongkong, August 30, 1901. 1891

WANTED.
AN EXPERIENCED MAN OF BUSINESS to act as CO-OPERATOR from next China Year Fest.
Full particulars can be obtained on application to the Undersigned.
By Order of the Board of Directors,
E. W. RUTTER,
Manager.
Hongkong, July 30, 1901. 1573

WANTED.
A JUNIOR CLERK, one with knowledge of Typewriting Preferred.
State salary. Apply by letter.
Care of 'CHINA MAIL' Office.
Hongkong, Sept. 4th, 1901. 1849

WANTED.
AN experienced CLERK for a GERMAN Firm.
Knowledge of GERMAN and ENGLISH necessary; must also be conversant with General Office work.
Engagement to date from 1st January, 1902, or sooner.
Apply to 'CHIFFRE X. Y.'
Care of 'CHINA MAIL' Office.
Hongkong, September 4, 1901. 1844

WANTED.
ON HIGHER LEVEL (or at THE PEAK), in good position, TWO BEDROOMS, one fully and one partly furnished, with Bathroom and Bath; GOOD HOUSE at KOWLOON would not be objected to. State particulars in writing to.
c/o This Paper.
Hongkong, September 4, 1901. 1847

Business Intimations.

NOTICE.
THE OFFICE of the Undersigned has this day been REMOVED to BEACONSFIELD ARCADE, No. 13, Ground Floor.
KINGHORN & MACDONALD.
Hongkong, August 31, 1901. 1839

NOTICE.
WE have this day been appointed SOLE AGENTS for the well-known CHINA FACTORY 'LA OCEANICA', of MANILA, P.I. Cigars of Cuban Style. All Orders shall have our careful attention. Price List may be had on application to.
Ritchie & Co.,
39, Des Voeux Road,
Hongkong.
FRED. C. FOCKEN,
General Agent.
P.O. Box 374.
Hongkong, August 31, 1901. 1828

NOTICE.
THE Undersigned beg to advise that their OFFICE will be Removed, on the 2nd September, from No. 1, Duddell Street to BEACONSFIELD ARCADE.
T. M. STEVENS & Co.
Hongkong, August 31, 1901. 1811

NOTICE.
I HAVE REMOVED My Office to No. 8 BEACONSFIELD ARCADE (First Floor).
CHARLES C. COHEN,
Share Broker.
Hongkong, August 31, 1901. 1816

NOTICE.
FUNG YING MINING CO., LTD.
THE OFFICE of the Company has this day been REMOVED to No. 13 BEACONSFIELD ARCADE, First Floor.
W. H. GASKELL,
Secretary.
Hongkong, August 31, 1901. 1818

NOTICE.
THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the 'GERMINAL' FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A full selection. Special Terms to Exporters.
T. M. STEVENS & Co.,
1, Duddell Street.
Hongkong, August 2, 1901. 1807

THE COMMERCIAL LAW AFFECTING CHINESE.
With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.
(Compiled from the Chinese Med.)
For Sale at the China Mail Office.
Price, 50 cents.

Intimations.

NOTICE.
I BEG to give Public Notice that I decline to be any longer responsible for any DEBTS incurred by my Wife or my Children.
JOHN CARROLL.
Hongkong, August 31, 1901. 1817

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD.
(IN LIQUIDATION).

NOTICE. is hereby given that a First and Final DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.
M. BENNECKE,
Liquidator.
Hongkong, August 23, 1901. 1757

VICTORIA RECREATION CLUB, KOWLOON.
ANNUAL AQUATIC SPORTS.
THURSDAY, FRIDAY & SATURDAY, 7th, 8th, 9th SEPTEMBER, 1901.
Commencing at 4.30 p.m. on Thursday and Friday; and 4 p.m. on Saturday.

THE Committee request the pleasure of the Company of the Ladies of Hongkong, in the enclosure of the BATH HOUSE, KOWLOON, on SATURDAY, the 7th Instant, on the occasion of the ANNUAL AQUATIC SPORTS.
Admission for Non-Members, each day, 50 Cents; Soldiers, Sailors, and Children Half-price.
Hongkong, September 2, 1901. 1831

HONGKONG CRICKET CLUB.
THE ANNUAL GENERAL MEETING of the Hongkong Cricket Club will be held in the Cricket Club Pavilion, on MONDAY, the 9th September, at 5.15 p.m.
P. A. COX,
Honorary Secretary.
Hongkong, August 28, 1901. 1789

RE MESSRS FERGUSON & CO. IN BANKRUPTCY.
THE Authority held by Mr. A. R. DONNELLY to sign the Firm of Messrs. FERGUSON & Co. was WITHDRAWN on the 22nd August, 1901.

THE Authority held by Mr. F. LARKINS to sign 'per pro.' for the Firm of Messrs. FERGUSON & Co. CEASED on the 31st July, 1901.

THE Authority held by Mr. R. T. MATHESON to sign 'per pro.' for the Firm of Messrs. FERGUSON & Co. in Wai-hai-wei, was WITHDRAWN on the 22nd August, 1901.
ARTHUR R. LEAKE,
Official Receiver,
FERGUSON & Co.,
IN BANKRUPTCY.
Chefoo, 20th August, 1901. 1819

GREAT EASTERN & CALEDONIAN GOLD MINING CO., LTD.
IN LIQUIDATION.

NOTICE. is hereby given that a GENERAL MEETING of the SHAREHOLDERS will be held at the Co.'s Office, No. 13, Des Voeux Road, on MONDAY, the 30th Sept., at 12.15 o'clock p.m., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and of hearing any explanation that may be given by the Liquidator, and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance, accounts, books and documents of the Company, and of the Liquidator thereof, shall be disposed of.
THE LIQUIDATOR,
M. BENNECKE.
Hongkong, August 29, 1901. 1802

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement or Business contributed during the Half-Year ended 30th June, 1901, on or before the 10th SEPTEMBER, on which date the Accounts will be CLOSED.
By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, August 22, 1901. 1744

CANTON DISTRICT.
Local Notice to Mariners,
No. 39.
Discontinuance of
High Island Buoy Lights.

NOTICE. is hereby given that, HONG ISLAND BARRAGE having been REMOVED, the Red and Green Lights now indicating the passage through the Barrage will be discontinued on the 15th Instant, and in their stead a Green Light will be exhibited from a Beacon on the Northern Point of HONG ISLAND.
The Beacon is a quadrangular open work structure of wood, 10 feet high, painted white. The distance from the Beacon to low water mark is 50 feet, and its base is 4 feet above high water mark.
L. A. BYWORTH,
Harbour Master.
Approved,
P. A. MORGAN,
Commissioner of Customs,
Customs House,
Canton, September 1, 1901. 1832

Intimations.

MUSIC LESSONS.
MR. L. A. GRACA receives Pupils for the VIOLIN, MANDOLINE and PORTUGUESE GUITARRA.
For Terms, Etc.,
ROBINSON PIANO Co., Ltd.
Hongkong, August 15, 1901. 1690

SINGING, PIANO, MANDO LINE, BANJO, &c.
SIGNOR CATTANEO has RESUMED TUITION.
TERMS: ... \$10 per Month. (Two Lessons per Week).
Care of LANE, CRAWFORD & Co.
Hongkong, April 22, 1901. 804

THE ROBINSON PIANO CO. LD.



PIANOS
OF
HIGH GRADE.
AT
RIGHT PRICES.

KIRIN BEER.

WHISKIES.

OLD TAYLOR, ... \$12.00
Do. (EXTRA), ... 14.00
YE AULD TOUN, ... 12.50
KING WM. IV V.O.P., ... 23.00
of great age.

W. H. POTTS & CO.,

No. 3, QUEEN'S BUILDINGS.

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs.
ENLARGEMENTS A SPECIAL FEATURE.
1587

HONGKONG STEAM LAUNDRY CO., LIMITED.

WASHING! WASHING!

Gentlemen's (Ordinary) at a Fixed Price of \$8 per Month, per head or as per Tariff, Ladies and Families—As per Tariff.
All Articles Disinfected.
SHIRTS, COLLARS AND CUFFS GLOSSED BY MACHINERY.
California Washermen Employed.
No Clothes Sleeping on Premises.
Depot—No. 5, Ice House Street.
F. G. ALLEN, Manager.
Hongkong, August 6, 1901. 1620

Why:

A cup of Bovril, so readily prepared, is the best stimulant that can be had—refreshing, nourishing and strengthening. It promotes and sustains energy.

To be obtained at all Grocers, Chemists, Hotels, &c., throughout Hongkong, China and Japan.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRATA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

LANE, CRAWFORD & CO.

NEW GOODS

JUST RECEIVED

WHITE DRESS SHIRTS,
IN FINEST LONGCLOTH AND LINEN FITTINGS
FOUR-FOLD LINEN COLLARS,
IN THE LATEST LONDON SHAPES.

TENNIS, CRICKET and BOATING SHIRTS,
IN A VARIETY OF MATERIALS.

HOSIERY and UNDERWEAR.
STRAW HATS,
ALL SHAPES AND SIZES.
AN INSPECTION IS INVITED.

LANE, CRAWFORD & CO. 1505

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT,
BEST QUALITY LIQUORS & PROVISIONS.

DENNY, MOTT & DICKSON, LD.,

BANGKOK (SIAM).

TEAK MERCHANTS AND SAW MILLERS.

SIEMSEN & CO.,
Sole Agents for Hongkong and South China.

Hongkong, August 1, 1901. 1588

JOHNSON'S DIGESTIVE TABLETS.

The Great Remedy for
INDIGESTION, DYSPEPSIA, FLATULENCY
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY

QUEEN'S ROAD.

HOCKS, MOSELLES, -

AND CHAMPAGNES. -

The undersigned having been appointed Sole Agents of the well-known Firm

HENKELL & CO., MAINZ,
they always hold a Stock of their CELEBRATED and ABSOLUTELY PURE

HOCKS AND MOSELLES,
Niersteiner, Berncastler, Erdener Treppchen, Josephshofer.

CHAMPAGNES, Henkell Trocken (Dry), Henkell Sehr Trocken (Extra Dry)

SIEMSEN & CO.
Hongkong, 15th July, 1901. 1401

ASK FOR FERGUSON'S

P. & O.
SPECIAL LIQUEUR, 19 YEARS OLD
HIGHLAND WHISKY.

FERGUSON'S SPECIAL CREAM
UNREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.
PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.



Business Notices.

WILLIAM POWELL, Ltd.

SALE! September 2nd, SALE MUST BE CLEARED.

WONDERFUL BARGAINS.

ENORMOUS REDUCTIONS.

12 dozen STRAW HATS, All Shapes, ... 25 cents.
10 .. SPRAY'S FLOWERS, ... 25 ..
16 .. CHILDREN'S WHITE SOCKS and HOSE, ... 25 ..
12 .. LADIES' and CHILDREN'S WHITE HOSE, ... from 30 ..

REMNANTS! **REMNANTS!!**
DOLLS, ... 25 cents. TOYS, ... HALF PRICE.
GENTLEMEN'S STRAW HATS, ... 25 cents.
HALF HOSE, ... 35 ..

The above-mentioned Goods are only a few of the Wonderful Bargains to be presented For Sale during the FIRST WEEK in SEPTEMBER.
1824 R. G. HECKFORD, Manager.

GREEN ISLAND CEMENT CO., LD.

Portland Cement.

In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.30 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS. 2685

Cutler, Palmer & Co.,

LONDON.

(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901. **SIEMSEN & CO.** 1402

W. BREWER & CO.,

NEW BOOKS AND NEW EDITIONS.

Royalties of the World, ... \$ 7.00	Diary of a Nurse in South Africa, by Alice Brown, ... 2.55
Jarvis's Days in Japan, ... 1.75	Chinese Porcelain, by Gelland, ... 6.50
Cole's Open-Air Geology, ... 5.00	Ralph Calverton's Painting Book for Little Folks to Colour, ... 0.70
Prager's Open-Air Botany, ... 4.50	Sister Teresa, by George Moore, ... 1.10
Reid's Sanitation, ... 3.50	THE OVAL SERIES, 70 CENTS EACH.
Wells's Engineering, 2 Vols., ... 9.00	Baseball, ... Boxing, ...
Runkin's Engineering, ... 9.00	Golfing, ... Swimming, ...
Runkin's Applied Mechanics, ... 7.50	Football, ... Riding, ...
Food, Composition and Analysis, by Wenter Blyth, ... 13.00	23 & 25, Queen's Road, Hongkong.
Fun Doctor, by Cole, 2 Vols., ... 2.00	

CHAS. HEIDSIECK'S

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout Americain)

SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULAE.

Commission Agents:—
LANDOLT & FLINT.

1882

EXTRA SPECIAL FINEST LIQUEUR WHISKY
Caldbeck, Macgregor & Co.
SHANGHAI & HONG-KONG.

Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, September 4, 1901. 954

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR RUSSIAN FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

44, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
50, QUEEN'S ROAD CENTRAL.

"HARLENE" FOR THE
HAIR

THE VERY FINEST DRESSING.
SPECIALLY PREPARED AND DELICATELY PERFUMED.
RESTORES THE HAIR
PROMOTES THE GROWTH.
ARRESTS THE FALL.
STRENGTHENS THE ROOTS.
REMOVES DANDRUFF.
ALLAYS ALL IRRITATION.
•EDWARDS' HARLENE CO., 95 & 96, HIGH HOLBORN, LONDON, ENG.

Full description and directions for use in 30
languages supplied with every bottle.
1s. 6d. and (3 times 2s. 6d. size) 4s. 6d. per
bottle, from Druggists, etc., all over the world.

KELLY & WALSH, LTD.

NEW BOOKS.

- | | |
|--|---|
| The Arrow War with China, by C. S. 2.25 | Sister Teresa, by George Moore ... 1.50 |
| 8 Leavenworth, their Construction and ... 1.50 | The Mystery of St. Bernard ... 1.50 |
| Mathematics, a Manual for ... 1.50 | Butter's Cruise, by C. Gleig ... 1.50 |
| Students and Marine Engineers, ... 1.50 | The Lighter Side of Cricket, by ... 1.50 |
| by Thomas Wilson ... 1.50 | Capt. Trevelyan ... 1.50 |
| English Grammar in the Sixteenth ... 1.50 | The Early Story, by R. O. Prouse ... 1.50 |
| Century, by J. A. Froude ... 1.50 | The Adventure of Princess Sylvia ... 1.50 |
| A Treatise on Surveying, Part I, ... 1.50 | by Mrs. C. W. Williamson ... 1.50 |
| Land Surveying and Direct ... 1.50 | The Disciple, by Paul Bourget ... 1.50 |
| Leveling, by A. M. Gillespie, Re- ... 1.50 | Tony Druan, by E. Puch ... 1.50 |
| vised and Enlarged by C. ... 1.50 | The Lady of Lem, by Sir W. Beaumont ... 1.50 |
| Stanley ... 1.50 | The Visits of Elizabeth, by E. Glynn ... 1.50 |
| Cassell's Illustrated History of the ... 1.50 | The Divine Garden, by J. Clark ... 1.50 |
| War, 1801-1901, by R. James ... 1.50 | The Mystery of Clashed Hands, by ... 1.50 |
| A Search for an Unfaded Disk of ... 1.50 | Cottage Folk, by Mrs. C. F. ... 1.50 |
| Wayide Gospel, by J. J. Jones ... 1.50 | Unfaded Letters, by Sir F. A. ... 1.50 |
| The Science of English Literature, ... 1.50 | by A. H. Thompson ... 1.50 |
| by A. H. Thompson ... 1.50 | The Lives and Principles of Bridges ... 1.50 |
| by "Hellebrand" ... 1.50 | My Lady's Diamonds, by A. ... 1.50 |
| A Text-Book of Astronomy, by G. ... 1.50 | by Lady's Diamonds, by A. ... 1.50 |
| C. Ombrook ... 1.50 | A Crafty Fox, by H. M. ... 1.50 |
| Concerning Marriage, by Rev. E. J. ... 1.50 | Nature's Nell, by G. C. Hazle- ... 1.50 |
| Hardy ... 1.50 | ton ... 1.50 |



RAINIER BEER

IS THE BEST LIGHT BEER THAT HAS EVER
BEEN BROUGHT INTO THE COLONY.

Its use will be found most invigorating
at all times.

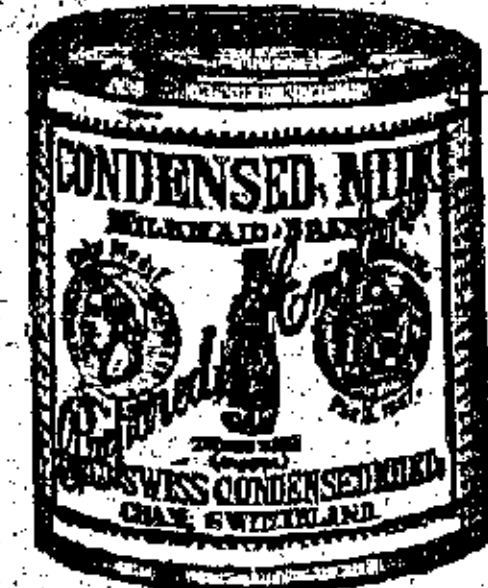
PRICE:—
For Case 6 dozen Pints, \$13.50.
For Case 4 dozen Quarts, \$13.50.

SOLE IMPORTERS:
A. S. WATSON & Co.,
Limited,
WINE & SPIRIT MERCHANTS, &c.
HONGKONG DISPENSARY.

LOG CABIN
IN YOUR PIPE
Smoke it.

Manufactured only by LAMBERT AND BUTLER, LTD., London, England.

F28-1

Milkmaid
BRAND

Milk
Guaranteed
Full Cream.

Largest Sale in the World.



Lanoline

Natural Toilet Preparations.

Toilet "Lanoline" is celebrated for its

Kiss-soft effects, and its delicate

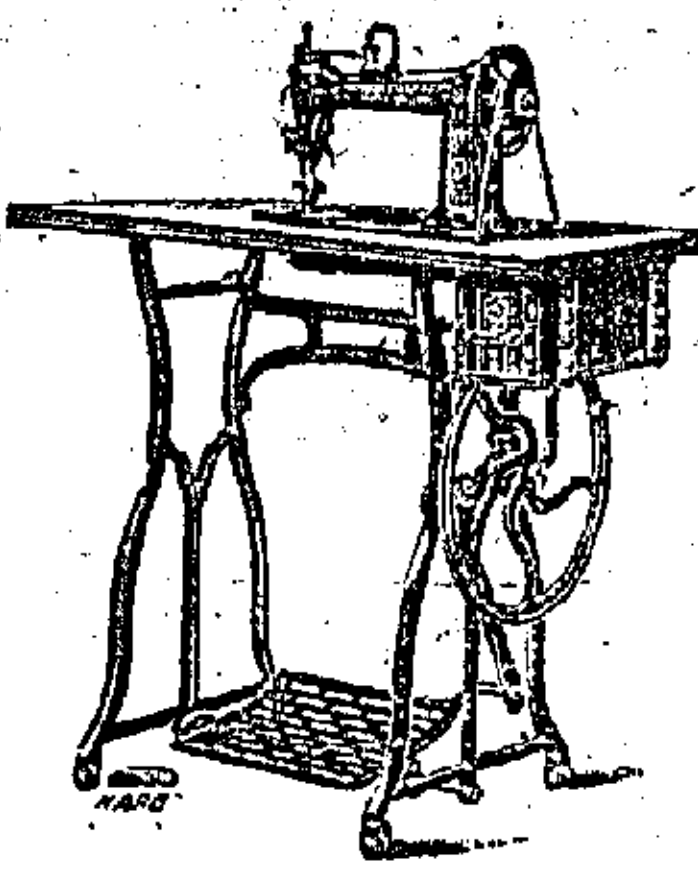
composition from all and well.

Lanoline Toilet Soap

Never irritates, cleanses and keeps the skin soft.

Wholesale Depot: 47, Holborn Viaduct, London.

Intimations.

WHEELER & WILSON'S
SINGER'S MACHINES.

ATTN TO
DOOLITTLE & POLLOCK
50, LYNCHURST TERRACE.

SEND FOR CATALOGUES & LISTS.

THE MUTUAL STORES,
WHOLESALE & RETAIL GROCERS,
PROVISION DEALERS,
WINE AND SPIRIT MERCHANTS,
8 and 10, D'AGUIAR STREET.

Orders promptly attended to.
Retail Price Lists may be had on applica-
tion.

Hongkong, August 20, 1901. 1709

JUST UNPACKED.

BEST GERMAN SAUSAGES of a
well-known make in Small and Large
Tins of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTONJEE,
39 and 40, Elgin Road, Kowloon.
Hongkong, July 15, 1901. 161

THE CHINA AND JAPAN
TELEPHONE AND ELECTRIC
CO., LTD.HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES.
\$30 Per Annum.

PRIVATE LINES.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for line
of more than average length.

ELECTRIC SUPPLIES

OF EVERY
DESCRIPTION IN STOCK,
INCLUDING
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTING CONDUITS,
SWITCHES,
TELEPHONES,
WIRE, ETC., ETC.

PRICE LISTS
ON
APPLICATION.ELECTRIC BELL
INSTALLATIONS
Erected and kept in order.

Estimates given for all kinds of Elec-
trical work.

Trained Mechanicians sent to Out-Port
to fit up Installations if required.

NOTE ADDRESS:—No. 2, Ice House Street
For full particulars, &c., &c.,
Apply to

W. STUART HARRISON,
Manager.

2nd Floor, December 12, 1900. 140

A RAMBLE THROUGH SOUTHERN
FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life
yet written.

Price ... \$1.00.

"CHINA MAIL" Office, 5 Wyndham Street,
Hongkong.

WASHING BOOKS.
(In English and Chinese.)

WASHBURN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.
CHINA MAIL Office.

Intimations.

KWONG FUNG YUEN,
TIMBER MERCHANTS.

No. 252, Des Voeux Road West,
Hongkong.

HAVE always ON HAND a large STOCK
of the following TIMBER:—
AMERICAN PINE AND FIR,
BANGOR TEAKWOOD,
HARDWOOD, ETC., ETC. (in Logs & Planks).
An inspection is respectfully solicited.
Hongkong, September 4, 1901. 1846

KANG ON,
CONTRACTOR.

30, D'AGUIAR STREET, HONGKONG.

CONTRACTS for Lock and Coast Port
Buildings of all descriptions, Sup-
plying TIMBER, BRICKS, GRANITE, and all
BUILDING MATERIALS at very MODERATE
PRICES, and undertakes the management of
CARPENTERS, SADDLERS and MASON.

NAKAZAWA,
DEALERS IN

COISSONNE, SATSUMA, LACQUERED
AND
BRONZE WARE,
TEA SERVICES, PORCELAIN GOODS,
PICTURE FRAMES
AND ALL KINDS OF
JAPANESE FINE ART CURIOS,
AT MODERATE PRICES.
11, BRADFORD STREET,
Opposite City Hall.
Hongkong, August 6, 1901. 1027

DANG CHEE, SON & CO.,
IMPORT AND EXPORT MERCHANTS,
6 D'AGUIAR STREET.

BRANCH—N.S.W., AUSTRALIA.
Hongkong, July 2, 1901. 1376

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

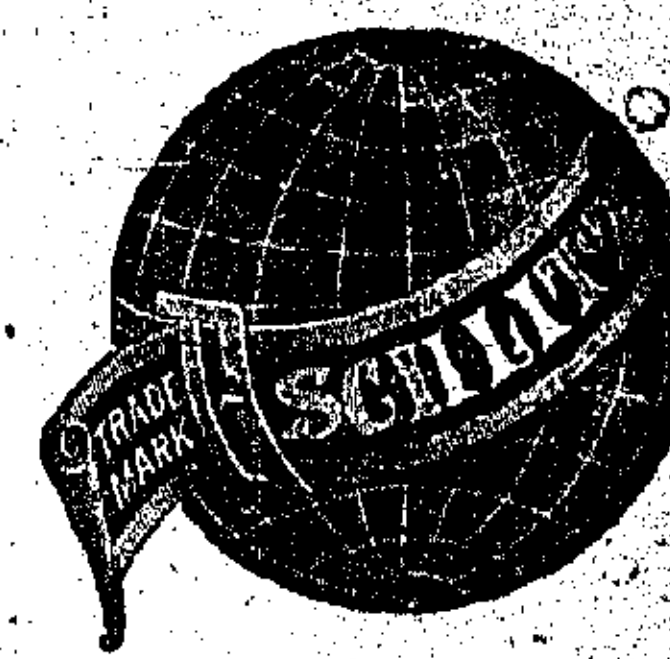
TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
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HALF THE WORLD DRINK IT;
AND THE OTHER HALF OUGHT TO.

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SOLE AGENTS.

TALL OFFICERS IN THE BRITISH ARMY.

Dear M. A. P., writes Captain Power Butler, from Newcastle-on-Tyne, 'you have made a mistake in your issue of July 29th, on page 74, in stating that Captain Oswald Ames is 6ft. 4in. in height. This should read 6ft. 6in.—a very different thing, as I am 6ft. 6in. in height myself, and lay no claim to being even the second tallest officer in the Army to Captain Ames. It was, as you say, a very wonderful sight to see the leading party of the last jubilee, for Captain Ames was cheered by six of the tallest troopers in the Household Cavalry, making up such a party of giants as has been rarely seen in any procession.'

MORE ABOUT CAPTAIN AMES.

It is hardly quite correct to say that 'Ozzie' Ames was chosen by the late Queen Victoria to head her Jubilee procession (writes another correspondent) though it was by her command he did so, at the special suggestion of His present Majesty; and he got rather hauled over the official coals for bestowing an occasional recognition on some of his many friends. en route, during the numerous pauses of that lengthy pageant. His artistic taste is not confined to painting in oils and water-colours, but he has much musical talent and no slight leaning towards the science of astronomy. His regimental nickname is derived from an early linguistic failing, but he is most popular amongst his brother officers, while his men, too, are proud of their 'show' officer. He is a charming fellow, and all his friends wish him every happiness in his married life.

HIS REVERIE.

Like so many men of the artistic temperament, Captain Ames is at times apt to be dreamy and to 'wool-gather' a little, starting out with some special object but quite forgetting what it was when fairly under weigh. This habit brought about a curious little co-incidence during the life of the late Duchess of Teck, to whose party he was attached as acting equerry when travelling abroad. Having accompanied the Princess May on a sketching expedition one day to some distant pine woods, he was asked to go back to the hotel and order a trap to come and drive her home for luncheon, as she felt fatigued and the weather was warm. Strolling back, he came so immersed in his picturesque surroundings, that by the time he reached the hotel he had quite forgotten his mission and calmly joined the rest at lunch; nor was it till the arrival of the Princess, not and indignant, an hour or so later, that he awoke to a sense of the situation.

GERMAN MANUFACTURERS.

Engineering, in reviewing the lessons learned by a party of electrical engineers, who recently made a tour in Germany, lays stress on the advantages of good schooling and technical training, and to the readiness with which the Continental manufacturer adapts himself to particular conditions and to the wishes of his customers, and follows up lines of research which offer no promise of direct profit. The proportion of engineers and electricians and members of the staff in general is large in German works. In some of the works visited there was one member of the staff for every four or even three workmen. These members have almost without exception passed through a technical school and have had their practical training. They do not begin with high salaries, nor do their salaries improve in the course of years as much probably as they would in England, but the young men have, or had, fair chances, and in some cases hopes of pensions before they attain exceptional ages; they can generally spend some years at some manufacturing branch of their firm in Austria, &c., without detriment to their privileges; they work in very good offices, and much is done for their comfort. That is a great attraction for the workmen as well. To be able to enjoy a fair dinner, well cooked, in a nice tidy hall, at a cheap rate, to read his paper in the club-rooms and listen to lectures, to buy his provisions in the stores, to take a bath, to dwell in comfortable houses, &c., all these are points not of great importance, but which help to keep the men fairly contented. It is essential, of course, that his paper is his own choice, and not what his benevolent employer considers proper for him to read. The men like to have a voice in the regulation of the social features, and have mostly obtained it.

A CERTAIN CURE FOR DYSENTERY AND DIARRHOEA.

'COME years ago I was one of a party that intended making a long bicycle trip,' says F. L. Taylor, of New Albany, Bradford Co., Pa., U. S. A. 'I was taken suddenly with dysentery, and about to give up the trip, when editor Ward, of the Lacyville Messenger, suggested that I take a dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. I purchased a bottle and took two doses, one before starting and one on the route. I made the trip successfully and never felt any ill effect. Again last summer I was almost completely run down with an attack of dysentery. I bought a bottle of this same remedy and this time one dose cured me.' Sold by All Dealers. WATKINS, Ltd., General Agents.

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Apply to—
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298, Des Voeux Road Central.
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HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN.
Entrusted to the Society of the 'MISSION STRANGERS.'
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PUNKET'S GATE, THE PEAK,
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KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong. Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, J. H. DOWNS,
Proprietor. Manager.
Hongkong, September 6, 1901. 1850

THE WAVERLEY HOTEL, ICE HOUSE STREET, HONGKONG. A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and
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Very MODERATE TERMS TO FAMILIES by the DAY or MONTH.
Hongkong, December 18, 1900. 2539

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Meals a la Carte.
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Monthly Tiffin at Moderate Rates.
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Hongkong, May 1, 1899. 1787

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Dentistry.

AMERICAN SYSTEM
OF
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AT
39, QUEEN'S ROAD CENTRAL,
CHADWICK KEW,
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Hongkong, July 12, 1897. 2566

DENTISTRY.

SUI SANG,
Lately Practising with Dr. I. SARATA
DENTIST
No. 4, Queen's Road Central,
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SIEN TING,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

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AMERICAN SYSTEM,
WONG HO-MI,
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CONSULTATION FREE.
50, Queen's Road Central.
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matsu, Kuratsa, Nagasaki, Kachinetsu, Saeko, Miike, Hakodate, Taipeh, &c.
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Osaka, Tohmyama, Tsunaburo, Yoshinotani, Yoshio, Yonokibara, and other Coal
Mines.

Hongkong, August 1, 1901. N. INUZUKA, Manager. 1119

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

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WINE AND SPIRIT MERCHANTS.**

437

**MEMOS. FOR TO-MORROW.
Auctions.**
2.30 p.m.—Auction of Household Furniture, at "Dorchester House," Others Messrs. 3rd Madras L.I.
Miscellaneous.
4.30 p.m.—Auction of Sports.

General Memoranda.

Saturday, September 7.—
2.30 p.m.—Auction of Valuable Household Furniture, at No. 3, Mountain Road, The Peak.
9 p.m.—Grand Boxing Carnival at the City Hall.

Monday, September 9.—
5.30 p.m.—Meeting of Hongkong Cricket Club.

Tuesday, September 10.—
Notices by Contributing Shareholders of the Hongkong and Whampoa Dock Co., Ltd., required before this date.

Monday, September 30.—
12.15 p.m.—Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Voeux Road.



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CLARETS.

Per Case (12 Bottles)
ST. ESTEPHE \$ 6.95 & 7.56
ST. JULIEN 9.00 9.00
LA ROSE 12.00 13.02
CHATEAU HAUT BRION
LAFITE 18.00 19.00
CHATEAU MOUTON
D'ARMAILHAC 21.00 22.00
CHATEAU PONTET
CAUDET 25.00 —
CHATEAU LA TOUR
CAUDET 30.00 —
CHATEAU RAUZAN 42.00 —
CHATEAU LAFITE 48.00 —

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CAUDET, CHATEAU RAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.**

BIRTHS.
At the Peak, on the 4th September, the Wife of J. A. MACKAY, of a Son.
On the 26th August, at No. 210-3, Queen Street, Singapore, the Wife of J. J. PEREIRA, of a Son.
DEATHS.
At Kolo, at midnight on the 26th August, the dearly beloved son of Dr J. V. ALVAREZ, aged six months.
On 28th August, at the General Hospital, Singapore, JAMES AYLSH, aged 39 years.

The publication of this issue commenced at 5.20 p.m.

The China Mail.

HONGKONG, THURSDAY, SEPTEMBER 5, 1901.

EDITORIAL COMMENT.

THE COCHRANE STREET DISASTER. The letter which we publish to-night shows that the public are not all quite satisfied with the finding of the Police Magistrate in the Cochrane Street Collapse Enquiry. We are astonished that the Governor, actuated by that keen sense of sympathy with the Chinese which he has displayed on various occasions and which prompted his visit to the scene of the disaster in Cochrane Street, has not placed the matter in the hands of the Crown's legal advisers with peremptory orders that the enquiry should be reopened. In a serious disaster of this nature, it was contemptibly absurd that no one skilled in the preparation of evidence was in charge of the case, for had the matter been in the hands of a trained lawyer we are convinced that the Magistrate would have obtained valuable assistance to enable him to arrive at a finding more in keeping with the importance and seriousness of the enquiry and more satisfactory to the public. As our correspondent says,—"and as we have averred on several occasions in connection with these house collapses—there has been gross incompetence somewhere; and it is the duty of the Government, we submit, if not of the Police Magistrate, to find out who is responsible and to take such protective measures to prevent similar accidents as will safeguard public life. If the Governor does not take up this matter, he will be held morally guilty of gross dereliction of duty. Public safety demands that there shall be no shirking of duty, that there shall be a thorough sifting of all available evidence, until responsibility for this disaster is placed upon the rightful shoulders."

LOCAL AND GENERAL.
Notes by the Way.
There were no cases of plague during the past 24 hours.
"Postulate's" letter came too late for to-night's issue.
It was intimated at the Sanitary Board to-day that Mr R. Osborne had gone to Japan for three months.
To-day, correspondence relative to the issue of clean bills of health was submitted at the meeting of the Sanitary Board.
In the Warren Shield Football Competition at Singapore, the 35th Co. B. A., defeated the R. E. by 2 goals to nil.
Captain Pyne has relieved Captain Horton on the N.Y.K. steamer *Kinshichu-maru*, which recently went ashore off Quelpart in thick weather.
The new battle-ship *Unspicible* will be commissioned by Prince Louis of Battenberg at Doverport, on the 10th inst., for the Mediterranean Station.
Mr Kirkwood is to receive from the Emperor of Japan the Second Class of the Order of the Double-Red Dragon Sun, in recognition of his services during his employment in the Department of Justice.
Lieutenant General Sir A. Hunter, Commanding in Scotland, has been selected for President of a Committee which is to consider the whole question of the dress of officers of the British Military Service. The Committee will include officers of nearly every branch.
Drafts from many of the regiments at present at Aldershot have been ordered to be prepared for service in South Africa. The Royal Lancasters draft will be a unique one, inasmuch as every man will have over seven years' service to his credit. Probably all of these men were with the battalion in Hongkong.
Tennis at Shanghai.
The final for the Shanghai C. C. Lawn Tennis Singles Handicap took place at the Club, when N. B. Ramsay (own 4) met C. D. Richardson. Ramsay won, and has thus the distinction in one year of being Champion of Shanghai Singles Handicap winner, and sharing with C. Stewart the Doubles Handicap. At first it did not seem that Ramsay was to have things his own way at all. He was playing carefully and well, placing the ball with the greatest skill and judgment, but the handicap was a big one, and at one time the game was called 6-7 in favour of Richardson. He managed by fine play to win the set by 9-7, however. In the second set Richardson fell to pieces, and Ramsay carried it off by 6-0.

Interesting Local Naval Items.
We hear that H. M. S. *Tiger* has just been commissioned, and that it is intended to send her up the West River. H. M. S. *Whitcomb*, the old harbour defence ship which has lain for so long opposite the Torpedo Depot is, we understand, to be relieved of her boilers and her guns, and is to be despatched to Weihaiwei as a target. It is understood that H. M. S. *Drake* will be returning shortly to the Southern Division, China Station. The *Lizard*, which is really an Australian station ship, will return to that station. The *Cressy* will go to Singapore for some little time as Senior Naval Officer's ship. The new armoured battleship *Adrian*, sister to the *Glory* and *Italia*, is expected up from Singapore shortly.

High Rentals.
Coming events cast their shadows before. A paragraph written in a home paper says:—"The King's Coronation has already raised the price of house-room in the West End of London. I have heard of two authentic instances in point. In the one a foreign gentleman with whom I am acquainted has paid £100 for a single bedroom for three weeks. This bedroom is not in St. James' but adjacent to it. In the other an American citizen has 'commanded' (I can use no other word) a suite of rooms in a certain hotel for £200 a week. Under these circumstances I recommend sightseers to go south of the Thames, where apartments are plentiful and cheaper."

The Supply of Raw Materials.
It is curious to note that the world generally is awaking to the fact that its resources of raw material are not inexhaustible. In Britain we have used up our best iron ores and are importing from Spain and Scandinavia. The same is true of our European competitors; and even in America a warning has been sounded that the iron reserves are not illimitable. Mr. Schwab, of the United States Steel Corporation, says that at the present rate of consumption another sixty years will see the exhaustion of the rich Transvaal beds of ore. Apparently the command of foreign markets will rest with the country which by technical metallurgical skill can most profitably deal with low grade ores. There are plenty of these in the world. The Americans have displayed foresight in annexing the best deposits in Canada—a foresight that seems strangely wanting on this side of the Atlantic.

A Suitable Bathing Dress.
As the bathing season is now in full swing, our readers of the fair sex will find the following extract from a home paper interesting:—"Very fascinating are the newest bathing dresses, very different from the 'gowns' of years ago, the remembrance of which makes one shudder. A material recommended long since in this column is now being used for this purpose—that is, ticking; blue and white the preferable colours. It has the good qualities of never shrinking, of drying quickly, of being firm and yet light in weight, and of not clinging to the figure even when wet. Moreover, it lends itself well to the newest fashions in bathing costumes. The latest skirt models are cut circular, fitting closely over the hips without any fullness or superfluous drapery to add to the weight of the garment in the sea, or to allow it, as is so often seen in a badly-cut skirt, to balloon out in the water. The bodice, which is in one with the skirt, is slightly full and cut square, with either short sleeves or straps above the shoulder, and a short falling sleeve below, as in evening dress. Bands of blue twill firmly stitched, with bone or pearl buttons, are used to ornament the dress."

CAME NEAR BEING A CRIPPLE.
JOSH Westhafer, of Longwood, Ind., U.S.A., is a poor man, but he says he would not be without Chamberlain's Pain Balm if it cost five dollars a bottle. He saved him from being a cripple. No external application is equal to this liniment for stiff and swollen joints, contracted muscles, stiff-neck, sprains and rheumatic and muscular pains. It has also cured numerous cases of partial paralysis. It is for sale by All Dealers. **WATKINS, Ltd.,** General Agents.

LOCAL AND GENERAL.

New President of Sanitary Board.
H. E. the Governor has appointed Dr J. M. Atkinson, Principal Medical Officer, to be President of the Sanitary Board with effect from 24th August last, vice Hon. W. Chatham, Acting Director of Public Works, resigned.
Interesting Photographs.
Mee Cheung is always up to date. He sends us a copy of a large group of Viceroy T'o, of Canton, and his son and grandson, with a few officials. The picture is clear and well printed, and gives an excellent idea of the aged Viceroy, whose good looks are so frequently extolled by our Canton correspondents. Mee Cheung also sends us a panoramic view of a company of Chinese sailors, with officers and land complete. They make a very effective show.

The Recent Warship Mystery.
The *Singapore Free Press* of the 26th August says:—"A friend forwards us a private letter from Amoy, bearing upon the cruiser movements that recently caused much conjecture at Hongkong. The letter (Aug. 12) says:—We are wondering much what Hongkong papers mean by 'excitement in Amoy.' The natives certainly have been very noisy lately in the way of plays and processions. But that was really on account of plague and not against foreigners specially. But some one seems to have got frightened and sent for men-of-war. We had four British men-of-war at once; two of them still here, *Eclipse* and *Daphne*, and both prepared for fighting. Perhaps it was the French who wanted to fight us!"

Explosion at Poochow.
The *Foochow Echo* of the 31st ult. says:—"The U. S. Cruiser *Winington*, (Captain Prince commanding) arrived at Poochow Anchorage from Amoy on Friday morning. As their steam launch, containing five officers and several seamen, was coming from the Anchorage to the city, they had just passed the head of Green Island, when an explosion of the launch's boiler occurred. The entire top of the boiler was blown high into the air, but strange to say not a person on board was seriously hurt; save a few scratches and soiled summer suits no injuries were sustained. The launch was rendered useless for the time being, and later in the day was towed back to the vessel at Poochow. The explosion was heard at Kwo and other places in the lower part of the settlement, and persons who happened to be looking in the direction of the launch saw the boiler head went higher than the top of the masts of a junk near by. The cause of the accident has not been determined."

Dock Combine in Japan.
Some negotiations have been in progress (says the *Kobe Chronicle*) with the object of securing the amalgamation of the Ishikawajima Shipbuilding Yard and the Uraga Shipbuilding Yard. The Ishikawajima yard is near Tokyo and the Uraga yard, on the Sagami Bay, is the oldest shipbuilding yard in Japan. It was originally proposed that the Government dockyard should be established at Ishikawajima, but the locality was found unsuitable for the building of large vessels, and Yokosuka was ultimately fixed upon. Meanwhile a private company established a small dockyard at Ishikawajima, and appears to have done a big business, one or two small gunboats having been built there some years ago. The Uraga shipbuilding yard is one of the latest established, and it is apparently thought that an amalgamation will be to the advantage of both parties. A hitch, however, has occurred in the negotiations, the Uraga company objecting to the high valuation of the older company. Whether this will cause the proposed amalgamation to fall through cannot yet be stated.

Trained Inspectors Wanted.
Dr Atkinson, on 28th August last, wrote to the Colonial Secretary to the following effect:—"Five trained senior sanitary inspectors, to be obtained from England, are provided for in the Estimates for 1902. I have the honour to recommend that a telegram be sent to the Secretary of State for the Colonies requesting that these men be appointed and sent out to Hongkong as early a date as possible. My reason for this is that it is incumbent upon the Board to make every endeavour in its power to get the Colony into such a condition that we shall be properly equipped to attack the plague at its onset when it appears, as it probably will, early next year. The first case appeared this year on the 4th January. If these senior inspectors can arrive this year so much the better, as there is much to be done to improve the sanitary condition of the Colony. There are eight first-class inspectors provided for in this year's Estimates, and only three inspectors are now on the actual staff; therefore the senior inspectors, provided they arrive this year, could be put out of the lapsing salaries of the first-class inspectors." The letter having been submitted to His Excellency the Governor, a telegram has been sent as suggested.

A CERTAIN European musician has left a large fortune to the city in which he lived—and played—all his life. Remorse!

LOCAL AND GENERAL.

Thanks!
To-day, at the Sanitary Board meeting, a letter was submitted from His Excellency the Governor thanking the members of the Sanitary Board and the Sanitary Staff for the excellent manner in which they had discharged their duties during the recent plague epidemic.
Sanitary Improvement.
With reference to the report by the Sanitary Improvements Committee, dated 16th July, His Excellency the Governor has advised that, before undertaking the Sanitary Improvements on the scale suggested, the Government should await the report of the Sanitary Expert, who, it was hoped, would be sent from England.

Society.
The *San Francisco Bulletin* has an interesting leading article on Society, from which we give two extracts; we are sorry we can't give more for the benefit of 'Society' in Hongkong.—Breaking into Society resembles burglary in some respects. Some get in through the kitchen, some through the window and a few through the front door. Rarely does any one get in by invitation. Evidently some of these in Society broke in during the night, when everybody was asleep. Society is a coterie in the community the members of which, having been branded by the official iron, have lost the perception that they in the coterie are neither better nor handsomer than the marionettes in the range. Society is made up chiefly of two classes, those who are ashamed of their ancestors and those whose ancestors would be ashamed of them. The two classes make an amusing mixture.

Backyards Ordinance.
To-day, at the Sanitary Board, Dr J. M. Atkinson, P.C.M.O., Chairman, presiding, correspondence with regard to the backyards of houses under construction on Section A of Inland Lot No. 247 was submitted. The houses, now nearly completed, were under construction at the time Ordinance 13 of 1901 became law, but they did not comply with Section 36 of that Ordinance in the matter of backyards. The attention of the owner was drawn to the fact, and he, through Mr J. E. Reece, editor, pointed out that the plans were approved by the Public Works Department and by the Medical Officer of Health, before the passing of Ordinance 13 of 1901, but after the Bill had been read a first time and published in the *Gazette*. The plans were approved, Mr Reece contended, with a full knowledge of the proposed legislation. Dr Clark intimated that he had inspected the houses, and found that they would be fairly sanitary when completed. In view of the circumstances, he thought the Board should waive its right to compel the owner to alter them now. Hon. W. Chatham, Acting Director of Public Works, intimated a similar opinion.

A Hopper Barge Abandoned.
The N.Y.K. steamer *Mike-maru*, which arrived at Kobe on Monday (says the *Kobe Chronicle* of the 21st August), brought from Hongkong six of a crew of eight Japanese sailors who had been rescued while on a voyage from Osaka to Keelung. It appears the men left Osaka on June 18th in a steel barge of about 100 tons, built at the Osaka Iron Works for use in the harbour at Keelung. After leaving Osaka very bad weather was encountered, the boat taking thirty days to reach Haborama, Kyushu. Here the men were taken several days, and on July 23rd, the weather being a little more settled, they continued their voyage. On the 2nd inst. a typhoon was encountered, and for several days the small craft drifted helplessly about. On the 9th inst., however, a British vessel was sighted, and ultimately the men were taken on board to Hongkong, whence six of them were sent to Kobe by the *Mike-maru*, the other two remaining at Hongkong for the present. We learn from another source that the vessel was abandoned somewhere in the neighbourhood of the Saddle. The crew report that the barge was in 'perfect condition' when abandoned.—Ror riling to the subject on the following day our *Kobe* contemporary says:—"We presume that the abandonment of the steel hopper barge for Keelung, reported in yesterday's issue, will form the subject of inquiry by a Marine Court, notwithstanding that the vessel cannot strictly be classed as belonging to the mercantile marine. It certainly does seem extraordinary that the barge should have been abandoned after weathering the typhoon, the men admitting that she was then in perfect condition, notwithstanding her stormy experience. Probably the sight of a steamer was too much for the man in charge after the buffeting of the storm, for the boat seems to have been in the very thick of it. As a matter of fact, owing to the peculiar construction of these hopper barges, with a big air chamber occupying half the space below deck, it is practically impossible for them to sink unless they run on a rock, and as they are built throughout of steel it would require a tremendous buffeting of the waves to break them up. The man in charge states, we understand, that he had lost his compass and did not know his position—a somewhat inadequate reason for abandoning the barge, which was within a hundred miles or so of its destination, and well provisioned."

THE COCHRANE STREET DISASTER.
To the Editor of the 'China Mail.'
Hongkong, 4th September, 1901.

Sir,—Nearly a week has elapsed since the Cochrane Street enquiry, and I have looked in vain for any comment thereon in your Correspondence Column.

On your issue of 16th ult., you told us that when the owner of the fallen houses wished to add a fourth floor, he consulted several architects on the subject. They, however, proposed to have anything to do with the deal, contending that the walls were too weak. I think there must have been in the minds of most people who read and thought over this statement, an ugly suspicion that 40 lives had been sacrificed through someone's gross carelessness or incompetence.

Mr Hazeland's finding disposes of that suspicion forever: no one is blamed. The community must feel intensely relieved, although it does not say so through the *China Mail*. On reading your account of the enquiry, one cannot help contrasting it with the character of other public proceedings in Hongkong. An air of peaceful good-will, suggestive rather of a happy family gathering than of a stern court of law, seems to have prevailed. There was no vexatious cross-examination, no calling in of troublesome 'expert witnesses'; in fact, no conflicting evidence of any kind to hamper His Worship's mind. The witnesses were almost without exception officials or ex-officials, and yet there was perfect harmony. How different from the unseemly strife at the Sanitary Board, or from the strange curiosity of a certain Hon. Unofficial Member!

Referring to Mr Tucker's evidence, one is bound to admire the kind consideration for the convenience of the public indicated by his views as to how he should use the powers he possesses under the Building Ordinance; but I am informed by a technical expert that Mr Tucker seems to have an exaggerated idea of the damage he would have done by the removal of a brick for the purpose of testing the soundness of the walls. My friend is of opinion that, by careful underpinning, a brick might have been removed, even from the Cochrane Street walls, without seriously endangering the buildings. The same friend contended that the fact that a contractor is adding a storey to a 25-year old Chinese tenement house should be regarded as a *priori* ground for believing that he is contravening the Building Ordinance. But I replied that if the P.W.D. men acted upon such views they would never live to enjoy their pensions.

In conclusion, on one point I wish, like yourself, Mr Editor, that there had been further evidence. It would have been interesting to know the nationality and qualifications of the assistant to whom, as many will think, Mr E. M. Hazeland entrusted his professional reputation and possibly the lives of the 40 victims.—Yours etc.

VERB. SAP.

The Marine Surveying Department.

Among the passengers who left for England to-day was Mr Robert C. Dixon, Government Marine Surveyor. Mr Dixon has been in the Government service for many years, and was highly respected by all with whom he came in contact in the discharge of his duties. He was home last year in bad health and returned to the Colony several months ago and resumed his arduous duties, as it proved, all too soon. In his enfeebled state, he soon broke down, and he now returns to England under medical advice, and it is the sincere wish of his numerous friends that during his enforced rest, he may be speedily restored to health. It may be remarked that Mr J. Macdonald, the Assistant Government Marine Surveyor, is also at home on leave; and we believe it is no secret that both of these gentlemen have broken down under the strain of work. Attention has been called repeatedly to the over pressure on the marine surveying sub-department of the Harbour Department, and, if we are not mistaken, the Harbour Master has on several occasions recommended an increase of staff; but although this is one of the departments where the revenue exceeds the expenditure these successive recommendations have been ignored with disastrous results to the staff. It is the same old story—'Tenny's pound foolish'.

TELEGRAMS.

[BRIEFER'S SERVICE.]

EX-GOVERNOR OF JOHANNESBURG ARRESTED IN LONDON.

LONDON, 3rd September, 1901.
Mr Krause, ex-Governor of Johannesburg, residing in England, has four months after swearing allegiance to the British flag, been arrested in London, on a charge of supplying information to the enemy.

PRINCE CHUN'S MISSION.

The Difficulty Removed.
The German Emperor has waited his demand that the Chinese mission *kechou* before him, and also that the mission pass in procession through the streets of Berlin. His Majesty has consented to receive Prince Chun alone at Potsdam, accompanied only by an interpreter. The mission has accordingly left Berlin for a special imperial saloon train. German officials and the public are surprised at the attempt of the Emperor to revive the obsolete *kechou*.

KRAUSE CHARGED WITH HIGH TREASON.

Krause, the ex-Governor of Johannesburg, arrested in London, has been charged with high treason against the British Transvaal Government, and remanded for a week, bail being refused.

PRINCE CHUN AT POTSDAM.
Prince Chun has arrived at Potsdam.

CORRESPONDENCE.

THE COCHRANE STREET DISASTER.
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RECREATION NOTES.

So much has been said already about the opening of the bowling greens at Kowloon that it is an act of supererogation to say more. I cannot allow the opportunity to pass, however, without congratulating the President, Hon. Secretary and the members of the Committee especially responsible for the arrangements for the opening ceremony. Kowloon was certainly on *en fête* on Saturday; it was quite a gala day, and I do not remember any outdoor function half so pretty since the chess tournament at Mr. Keswick's grounds at East Point several years ago. His Excellency's speech was a happy one, and his promise of a long lease of the Club ground—or at least a promise not to disturb the Club—may be taken as confirming long life to the Club. Bowling may be carried on here under difficulties, but the members of the Kowloon Club have shown that difficulties exist only to be overcome.

Motto for Kowloon Bowling Green—
"The better to have lobbed and lost than never to have lobbed at all."

I notice that the Shanghai Recreation Club have arranged to hold a Lawn Bowls (Singles) Tournament for the Championship of Shanghai. The Tournament will be open to all comers, and will be held on the Recreation Club Ground. Entries will close on the 1st of September, and should be sent to Mr. W. J. Turnbull, the Secretary of the Club. The entrance fee is \$2.

This afternoon, the Amateur Sports of the V.R.C. are being held at Kowloon. It is many years since the entries were so numerous. Evidently the temporary change of venue has not militated against the popularity of this branch of the V.R.C.'s sport, and during the next two days there should be large crowds of spectators to witness the exciting contests that careful handicapping have assured. Saturday is the ladies' day, and for that an exceptionally attractive programme is arranged.

McAuliffe and Slavin, who are to give a boxing exhibition in the City Hall on Saturday night are putting in some preliminary training at the V.R.C. every morning. They have made themselves very popular since their arrival, and their show is likely to be well patronised. Both are in good condition, and should be very fit on Saturday.

The shooting season has set in, but it requires much enthusiasm to get up early in the morning to follow the dogs in such weather as we have been having in search of the solitary and elusive snipe. For the benefit of my sporting friends, I reproduce a chestnut which may be new to some of them. It may serve to remind them of other jokes with which to wile away the welcome twelfth hour when they are a trifle *leg weary*. The legend reads—

"Got the grub, Sandy?"
"Yes, two loaves and seven bottles of whisky."
"Gude Lord, man! What will ye be doing with all that bread?"

There is a good little golf story to the effect that a certain Scottish golfer and his wife were sitting by the side of a putting green, the approach to which was guarded by a high bunker. As they sat there, a ball trickled on to the green, and ran into the hole. A few minutes afterwards, two golfers appeared round the bunker, and one immediately commenced to search for the ball, the conversation between them being of the usual order.

"In a hurry, you over-ran the green?"
"Nothing of the kind, I tell you, I slightly pulled it, and we shall find it to the left."

After a fruitless search of some five minutes more, appeal was made to the passive spectators.

"Did you see my ball?" queried the perspiring golfer on the bunker.
"Yes," replied the sedentary observer in all innocence; "it rolled into that little hole."

(This represents a mild explosion) and then—
"Why didn't you tell me that before?"
"Oh, I thought that was where you meant it to go!"

Golf is pursued under difficulties in Hongkong; but the following paragraph taken from a Singapore contemporary would seem to indicate that Singapore "golfers" must have greater difficulties which require stronger nerves. Humorous reference has been frequently made to the grim surroundings of the Sepoy Lines Golf Course, consisting of hospital, mortuary, jail, old place of execution, powder magazine, lunatic asylum, and Chinese graveyard. But, yesterday, one of the players whose ball lay among the graves in the Chinese burial-ground, came upon a novel hazard, in the shape of a dead Chinaman, seated under a big tree, with his eyes bulging out of their sockets. The body itself, which probably had been dumped there, was a gruesome sight and the emanating aroma strong enough to kill at fifty paces. Needless to say that our golfing friend, and his caddy made a rapid strategic movement to the next green.

By this date, all the English country cricket fixtures are finished, and to-day, at the Hastings Festival, Lancashire and Yorkshire open their match against the Rest of England. This should be a *bonnie* bowle to cricketers, and those of us who follow the best of outdoor games out here will wait impatiently the telegrams giving the result of this match. On Monday, the

Players and Gentlemen meet for the third time at Hastings, and the closing match on the official list opens on the 12th inst. between Lancashire and Yorkshire. Of course, it is taken for granted that Yorkshire have won the championship for another season, but it is evident from the latest records that the Yorkshire players were a trifle stale a month ago. It is remarkable that Somerset, the only county to beat Yorkshire for two seasons, is one remove from the bottom of the list.

The following is the record in county cricket compiled to the 22nd August—

County	Wins	Losses	Draws	Runs	Wickets
Yorkshire	19	1	1	2070	42
Lancashire	14	5	1	1428	32
Gloucestershire	10	4	1	1100	21
Warwickshire	10	4	1	1030	21
Nottinghamshire	10	4	1	1030	21
Leicestershire	10	4	1	1030	21
Surrey	10	4	1	1030	21
Devonshire	10	4	1	1030	21
Worcestershire	10	4	1	1030	21
Essex	10	4	1	1030	21
Northamptonshire	10	4	1	1030	21
Shropshire	10	4	1	1030	21
Staffordshire	10	4	1	1030	21
Derbyshire	10	4	1	1030	21
Gloucestershire	10	4	1	1030	21
Warwickshire	10	4	1	1030	21
Nottinghamshire	10	4	1	1030	21
Leicestershire	10	4	1	1030	21
Surrey	10	4	1	1030	21
Devonshire	10	4	1	1030	21
Worcestershire	10	4	1	1030	21
Essex	10	4	1	1030	21
Northamptonshire	10	4	1	1030	21
Shropshire	10	4	1	1030	21
Staffordshire	10	4	1	1030	21
Derbyshire	10	4	1	1030	21

Although catches such as those Mr. A. J. Webb made in the Eton and Harrow match of 1874, and the Oxford and Cambridge match of 1875 dismissed the Hon. E. Lytton, catches which it is almost a pleasure to get out to, so beautiful were they, and with which Ulysses, in the England vs. Australia match at Lord's in 1884, dismissed Bonner, it is perhaps catches such as Captain Adams effected in 1841 that form the most exhilarating reading. Much as we admire the magnificent catch whereby the late Fred Grace got rid of Bonner in the first test match between England and Australia at the Oval in 1880, from a hit that sent the ball so high in the air and so far (115 yards) that two runs were made before the catch was effected, we are afraid that the picture conjured up of Captain Adams leaping over an iron fence 3 feet 10 inches high in the Old Phoenix Park, and, while in the air, catching the ball in his left hand, is still more alluring. Although those of us who saw Mr. A. P. Lucas running from long-off, take sideways ball that had been driven hard by Bonner in the match between the Australians and the Gentlemen of England at the Oval in 1882 about a foot above the ground, will never forget the incident, the catch that is, perhaps, the best to read about is one such as was effected, according to tradition in Ceylon in 1898 in a match between the Royal Engineers and Royal Artillery. It seems that a gunner, fielding in the country, seeing that the ball hit high in the air was coming in his direction, ran backwards to catch it, but misjudging the distance received it plump on the top of his pith helmet; the ball, however, instead of bouncing off, went right through the head-gear, resting on his head inside. By the time the gallant fielder had been extracted from his hat the batsman he had caught so admirably was seeking the solace that liquid refreshment in the cool pavilion affords. It is stories such as this, and that of the cricketer who fell into a river when effecting a catch on the boundary, and who when dragged from the watery depths was still holding the ball in his hand, that makes the archives of cricket so attractive.

The latest papers from England tell that considerable disappointment is felt over the fact that Mr. A. C. McLaren is finding it so difficult to raise a team to take out to Australia. It is the general opinion that the team will not be representative, in the truest sense, of English cricket, when players like C. B. Fry, Abel, R. E. Foster, Ronji, Rhodes, Hirst and others are not included. The opinion is advanced that it is a sorry treatment of the Australians not to send out the best possible team, when the Australians, send such splendid teams to England; but it must be remembered that most of the Australians give more attention to cricket as a money-making venture than the average Englishman; and the home players have to take other points into consideration than the gratification of their love of the game or a desire to make money. The latest player included in Mr McLaren's team is C. Blythe, the Kent left-handed slow bowler.

It will interest local cricketers to know that Captain F. D. Markham, of the King's (Shropshire Light Infantry), has just been seconded for services under the Foreign Office. Captain Markham, it is almost unnecessary to say, is one of the two survivors of the *Bahama* disaster of October, 1892. Dr. J. A. Lawson and he were the only two passengers who escaped, and both were members of the Hongkong cricket team returning from Shanghai. It may not be generally known that Lieut. A. J. Turner, R.A., who plays for Essex, is a son of Major Turner, A.F.C. who accompanied the team in the capacity of scorer.

SPECTATOR.

AFTER PNEUMONIA.
I had a bad attack of Pneumonia and it left my left lung in bad shape. I tried several so-called foods, but stomach would not hold them. As a last resort sent for a bottle of Stearns' Wine and liked it so well that I am now on my eighteenth bottle. I am working every day and enjoying the best of health.

JAMES BRIDLAND,
153 Borden St.

THE MILITARY TATTOO.

A Striking Spectacle.

The Military Tattoo and Concert that was given last night in aid of the fund for the widow and children of the late Armourer Sergeant A. Williams, R.W.F., commenced punctually at nine o'clock, and turned out to be one of the most successful open-air spectacles ever witnessed in Hongkong. The Volunteer Parade Ground on which it took place was guilely decorated. Chinese lanterns fringed the outlines of a beautiful arch and flag decked stage erected in front of the Armoury, while the drill square was lined with swarthy Indian soldiers each holding aloft a flaming torch. A square was set apart at each side of the square for the general public, and little more than standing room could be obtained. Jack Tars occupied seats on the lamp-posts and in the trees surrounding the ground, and their apparent comfort and exalted position was the envy of many who saw them. The end of the ground next to the P. W. D. was occupied by the musical bands. On one side, etc., were provided in abundance and on the other was situated that indispensable of all institutions—the Bar.

His Excellency the Governor travelled down by the quarter to nine train, and on his landing at the lower Victoria Station was received by a flourish of trumpets by the Royal Artillery, and then proceeded through a double line of native troops, each man of whom bore a lighted flambeau. As he arrived on the ground the musical bands played, the first six bars of "God Save the King," and the musical bands sounded the "First Post." The six bands then marched up and assembled in the following order—Baptists of the Hongkong and Singapore Battalion Royal Artillery, London, and the Light Infantry Band, 2nd Battalion, Royal Welch Fusiliers, Moscow, Drums and Fifes of the Fusiliers and Volunteers, and a Naval Band. The bands then played the British Army Quadrille, a piece which lasted over forty minutes, and was admirably executed. The piece illustrated an encampment at night. The bands played softly as the patrols go their rounds, and then break into a lively outburst as the camp comes to life. The troops of the enemy are heard approaching with a roll of drums, then the camp salutes forth to meet them. The bands were first of all heard in the distance, and gradually approaching from different directions—each band starting in a different direction—they marched into and along the sides of the square. The 3rd Madras led the way playing "British Grenadiers," the 1st Buffs followed playing "St. Patrick's Day," then came the 2nd Buffs playing a stirring air; enthusiasm reached a height when the stately piper of the R. K. S. B. R. A. marched on to the ground playing "The Campbells are Coming." The Royal Welch, with their beautiful white flag, led in front, came tramping in to the strains of "Men of Harlech," and were loudly cheered; but enthusiasm knew no bounds when a band of Marines accompanied by a detachment of the men of H.M.S. *Isis*, playing a 12-piece band, entered the square. Then the musical bands marched on the enemy, the music being accompanied by a steady roar of musketry. The fight over, the whole of the bands played of "See the Conquering Hero Comes." The performance was simply perfect from every point of view, and the hearty appreciation of so large an audience must have been gratifying indeed to the principals.

Songs were decidedly at a discount after this. A number of those who were down to sing were absent. Mr. Osbury, Sergeant, Victoria, played a grand piece, and Mr. Dale, R.W.F., proved himself to be a violinist of exceptional ability by his rendering of a Cavatina. Musical Indian Club exercises by a picked team of twenty men of the R. W. F. was another item which delighted the spectators, and there were loud calls for more. The team performed the most difficult exercises with an ease and precision which it would be difficult to excel. Their trainer and leader both deserve special mention. The naval gun display by the crew of the *Isis* was a splendid item. The space between the gun and the target was 1,000 yards. The gun crew consisted of eighteen men and the horse, though the gun was rather slippery for the last item and spoiled one or two of the shots.

The military tattoo was a grand sight. First gun went off with a bang which alarmed not a few, then the bugles sounded the call. Bands then approached from a distance and crossed the end of the parade ground. Side drums and cavalry calls were followed by the strains of "Hymn to the 'Oll to Prayer'" and "Prayer," most impressively rendered. This was followed by the spectacle of the evening—the torch-light procession headed by the bands. The bands entered in the same order as before, but this time flanked by torchbearers and musketeers—720 torch and brass instruments all playing the lively air "Light of Foot." These were followed by the men of the *Isis*, a company of Fusiliers and a crowd of torchbearers. The ground was far too small, and the musical effect suffered in consequence. The whole company then sang "God Save the King," accompanied by the 3rd Madras Band, after which the bands and troops marched off to the tune of "Under the Double Eagle."

The whole performance was thoroughly enjoyed by all who participated, and the utmost credit is due to the promoters. Bandmaster Moir, of the Royal Welch Fusiliers, had entire charge of the musical and other arrangements. Messrs. Jones and Farmer, of the New Victoria Hotel, had charge of the Bar. The profits of which will be generously devoted to these gentlemen in aid of the fund. It is believed that, by the performance, the fund will benefit to the extent of over \$5000.

Extensive use of

Stearns' Wine of Cod Liver Oil

is all civilised countries has proved it to be meritorious in the highest degree. It has produced remarkable results where other so-called tonics and reconstructors have entirely failed. Sold by all Chemists, druggists and Wholesale from A. S. Watson & Co., Ltd., Hongkong.

THE FIJI TROUBLE.

Candid Criticism of Sir George O'Brien.

Those who know Sir George O'Brien, who was somewhat of a hero during his period of office as Colonial Secretary in Hongkong, will read the following criticism of him with more than the ordinary amount of appreciation—

The *Fiji Times* says Sir George O'Brien is so lightly esteemed that few colonists, outside officials, do him reverence. He retires unloved and unregretted. Little regard can be entertained for such a person, who was seldom seen, and when heard from it was through his snarl or the crack of his political stockwhip. Finally, he packs his carpet-bag and departs with a last shot at the New Zealand party. Many hundreds of natives were invited, and a nicely-prepared speech was put in their hands for presentation. The *Times* denies any combination such as Sir George O'Brien calls the New Zealand party, but there is a party to secure an elective Legislative Council. Sir George O'Brien's reference to respectable citizens as emissaries to create dissatisfaction is beyond comprehension. Sir George O'Brien is now away, and there can be no honest desire on the part of anyone in the colony to look on his face again. The *Andromeda* Star congratulates Fiji on Sir George O'Brien's departure, and sincerely hopes for the sake of Imperial rule in the Pacific that he never comes back.

CANTON NOTES.

(From Our Own Correspondent.)

COMPLETION OF THE BUND.

Canton, September 4.
We are getting quite accustomed to the perpetual recurrence of this question. Two things seem certain the first is that the Bund, which was begun in Chang Chi-tung's time must yet be completed, and the second is that we appear to be coming near the time when this is to be carried out. Including the part already made, the Bund, when completed, will be over four miles long skirting the whole of the river frontage of the city. The latest idea is that the Bund must be finished before the work of constructing the railways begins in Canton. It is not quite true that no progress has been made. Last year a Chinaman of the name of Lo petitioned the Viceroy Li Hung Chang for permission to proceed with the making of the Bund. Permission was not given, but he was allowed to go on with the work on the west side of the city at Wong Sha. At present, he is constructing a steamer-wharf, which will coincide with the Bund extension in that quarter. Lo, it is said, will be responsible for about a mile of the Bund beginning at Wong Sha. News has come to the effect that a special Imperial Deputy has been appointed to oversee and bring this long-delayed scheme to successful issue. The Deputy is called Chang Chan Hui. He is a Cantonese, and is known in Hongkong.

RAISING THE INDENTITY.

The Viceroy has received a telegram from Sun-tu asking for full particulars of the land that is taxable, and how much may be raised per acre without unduly oppressing the people. None but the very poorest may hope to escape the tax for the payment of the indemnity. The Manchus have received notice that they must begin to pay in the eighth month. What proportion of the money raised under this head will ever reach Peking is a question that is being freely discussed among the people.

CRISIS STRATEGY.

Does anything ever really change in this country is a thought that often presents itself to one's mind. Baffled in all their efforts to get rid of the banditti in the Ko Chau prefecture, the mandarin have been trying on the old game of winning over the leaders by offers of rank and emoluments. As a rule, faith is kept on these occasions, only it goes hard with the rubbers, as their former leaders are supposed in acknowledgment of their own free pardon and preferment to betray their men and former associates. This time the trick failed, and the mobbers remain in possession.

ITEMS.

The time for the second degree examinations is drawing near. That will mean an addition of between twenty and thirty thousand to the population. The chances of stealing are numerous because so many men are travelling with luggage. The Governor has addressed a communication to the mandarins responsible for the peace and order of the city, calling on them to take early precautions to prevent trouble of every kind.

On Saturday (August 31), six men were strangled publicly in the west end of Canton, and three days later fifteen men were beheaded at the execution ground.

Pale Women.

Paleness is a true indication of blood poverty. It indicates that the health is not perfect. Health cannot be perfect with the blood pale and watery. Cornelius is dependent on health. The plump form, the rosy cheek, the lustrous eye, buoyant and graceful movement are possessed only by the healthy.

Stearns' Wine of Cod Liver Oil makes the blood rich, red and abundant. It beautifies the complexion and rejuvenates the whole system. To show abiding faith in its efficacy, all chemists will return the money paid for it if it does not prove of benefit. Miss S., Southport, Lancashire: "Please send me a bottle of Stearns' Wine of Cod Liver Oil. Miss S. was recommended to take this by her brother, Dr. S., and has found great benefit from it. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd., Hongkong."

THE FATALITY AT SINGAPORE.

Details of the Crime.

The following details from the *Singapore Free Press* of the 28th August amplify the special telegrams we published on the 28th ult.—

A serious affair occurred on board the S.S. *Benhar* yesterday afternoon, while this vessel, which arrived that morning from London, was taking in cargo at Tanjong Pagar wharf, the second officer Mr. R. W. Jones being stabbed to death by one of the crew.

It appears that the deceased was superintending the working of the cargo and went down the after hold of the steamer at about 2 p.m., when he found E. Lounney, an Italian able-seaman, asleep at his duty, which was to see that the cargo was properly stored in the hatch. On Mr. Jones reprimanding Lounney on his conduct, the Italian used a vile expression towards him, and the officer thereupon struck the Italian, who immediately drew his sheath knife and savagely stabbed the deceased in the abdomen. None of the ship's crew saw the deed, but the steward's cookies, working in the hold, witnessed the whole affair.

The Police were informed of the occurrence, medical assistance was immediately obtained from the *Patroness* and *Peter*, and a Singapore doctor was also telephoned for. The Italian was handed over to the Police, to whom deceased made a short statement before becoming unconscious, when he was removed to the General Hospital, which he unfortunately never reached alive, dying en route.

HONGKONG SANITARY BOARD.

New President's Speech.

In opening the proceedings at the Sanitary Board meeting to-day, Dr. Arkison, Principal Civil Medical Officer, the new President, said:—Gentlemen,—Before resuming my seat I would earnestly ask for your hearty co-operation. The position of the President, especially at this time, is not one to be envied, and were it not that I am strongly of the opinion that the Principal Civil Medical Officer should be the President I would personally hesitate before undertaking the heavy responsibilities of this office. The Colony has for the sixth year been afflicted with one of the direst diseases which can attack a community, and upon our deliberations and actions depends to a great extent its future sanitary well-being. We have to face the almost certain probability of another outbreak in the coming year, and it behoves us to leave no stone unturned in preparing for this eventuality. In looking back upon this year's experience, it will be seen that the outbreak lasted some two and a half months, and it was not until the mean maximum daily temperature exceeded 82° F. that the epidemic began to decline. The number of Europeans attacked was not much greater than in 1898, the exact figures being—

Europeans attacked	Deaths	Mortality.
1898..... 39	11	42.3
1901..... 25	11	31.6

The cases that did occur were more self evident, most of them being on the Queen's Road level—the first cases occurred at Watson's Dispensary, the Connaught House was next attacked, later on cases occurred in Baconfield, necessitating the closing of these houses. Now is the time for us to unite in our endeavour to further the future sanitary well-being of this beautiful but by no means the least important, part of His Majesty's dominions. Plague is evidently now endemic in Southern China. All scientists are agreed that it is a filthy disease fostered by destitution, overcrowding and lack of ventilation, its specific cause being a bacillus which probably lives in the soil and attacks lower animals. The fact that it can be communicated to lower animals by feeding them on the tissues, etc., of plague patients, and on cultures of the specific bacillus suggests that it may be transmitted to man in food and drink.

The measures to be taken to prevent its introduction next year will be—

(1) By a rational quarantine to attempt to stop the introduction of fresh cases from infected ports or districts.

(2) It is perfectly impossible by quarantine alone, however rigidly enforced, to absolutely protect this Colony, situated as it is upon the borders of a large district where plague is endemic and every year becomes epidemic; see what this would mean!

(3) A Quarantine Station capable of providing accommodation for 30,000 people would be required, as I am credibly informed that 3000 or 4000 Chinese on an average enter the Colony daily.

(4) A Military cord would be required on the northern limit of our frontier; and

(5) A police cord would have to be maintained all round our extensive coast line.

Singapore may be, by means of a rigidly enforced quarantine or inspection, has been able to keep the disease out of her borders. I think, however, that it will probably be found, when the natural history of the bacillus is thoroughly understood, she enjoys her immunity more from meteorological causes.

It is to principles of general sanitation that we must look for our safeguard, combined with the following procedure—

(a) The speedy discovery and isolation of every fresh case.

(b) The thorough disinfection of infected houses, combined with the temporary evacuation, or, better still, the destruction of infected houses or even neighborhood.

(c) The disinfection of infected clothes and bedding, I would also advocate as I did in the 1898 epidemic.

(d) The cremation of dead plague bodies surreptitiously deposited in the streets; and some radical measures such as this must be enforced, as this in my opinion, is the main cause of our difficulty in grappling with this disease.

All vermin which have proved to spread the disease must be killed.

These measures involve the expenditure of money, but I feel sure the community will not grudge any reasonable outlay in this respect.

The public health of the Colony is paramount, and if we cannot by this procedure I have described quash this disease it will be necessary to seriously consider the advisability of the following action:—

(1) To destroy and burn every house in which, after a few months' immunity, fresh cases occur.

(2) To destroy by burning infected clothes and bedding, and

(3) Cremate or burn bodies which have died from this disease.

These are the radical measures adopted with success by Japan, at Osaka two years ago and again this year at Honolulu.

Entertainment.

THEATRE ROYAL, CITY HALL.

SATURDAY, Sept. 7th.

GRAND BOXING CARNIVAL.

JACK MAULIFFE.

JACK SLAVIN.

JACK MAULIFFE.

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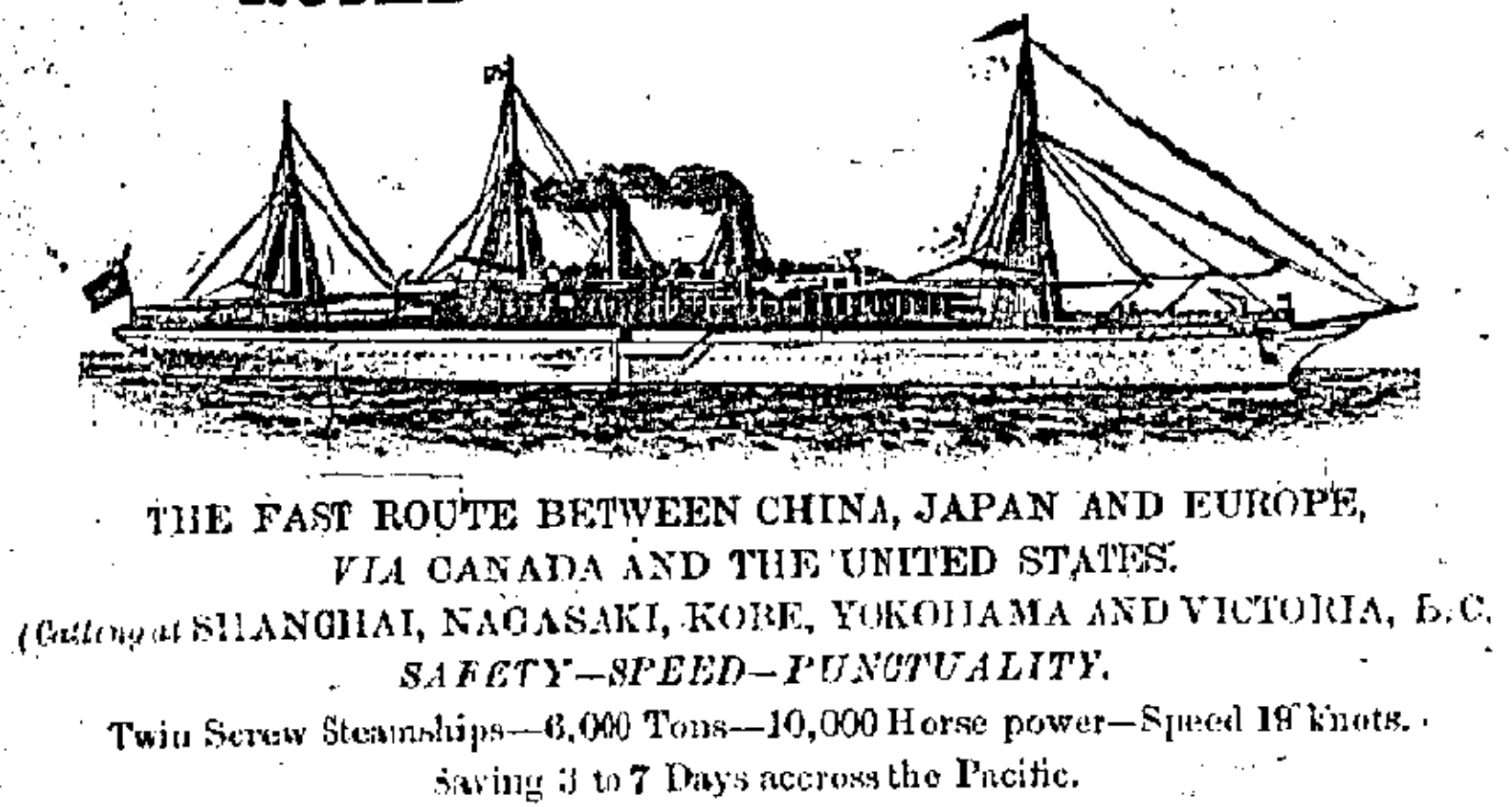
JACK MAULIFFE.

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Shipping. CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) SAFETY—SPEED—PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 16 knots. Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.) IMPRESS OF JAPAN... IMPRESS OF CHINA... IMPRESS OF INDIA... THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the TRANS-PACIFIC JOURNEY, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given advice.

THE attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

Special Extra Service. The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings. In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Class Passengers with accommodation unexcelled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PETER STREET, HONGKONG, September 4, 1901.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE. STEAM FOR SINGAPORE, PINANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, PHILADELPHIA, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.D.—Cargo can be taken ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamer	Sailing Dates
PRINZ HEINRICH	THURSDAY, 19th September.
PRUSSIAN	WEDNESDAY, 2nd October.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 10th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 14th November.
DAYEN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS HEIKE	WEDNESDAY, 8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January.
PRUSSIAN	WEDNESDAY, 5th February.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 19th February.
SACHSEN	WEDNESDAY, 5th March.

ON THURSDAY, the 5th day of September, 1901, at Noon, the Steamship PRINZESS HEIKE, of the Norddeutscher Lloyd, Captain P. WERTIN, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Tuesday, the 2nd September, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 4th Sept., and Parcels will be received at the Agency's Office until Noon on Wednesday, the 4th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed two cubic feet. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd. For further Particulars, apply to Melchers & Co., Agents.

CHINA NAVIGATION CO., LIMITED. TIENTSIN, SHANGHAI, TOWNS, COOK, VILLE, BRISBANE, SYDNEY, MELBOURNE. MANILA, CEBU, KALPOU, CHIKOU, YOKOHAMA. * The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Hongkong, September 4, 1901.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports; North and South American Ports.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR NEW YORK	FOR HAVRE AND HAMBURG	FOR HAVRE AND BREMEN	FOR HAVRE AND HAMBURG	FOR HAVRE AND BREMEN	FOR HAVRE AND HAMBURG
S.S. Aragonia, Capt. Foer, 7th September, Freight.	S.S. Andalusia, Capt. Eber, 21st September, Freight.	S.S. Arabia, Capt. Sachs, 5th October, Freight.	S.S. Karlsruhe, Capt. Christensen, 19th October, Freight and Passengers.	S.S. Bamberg, Capt. Jacobs, 2nd November, Freight.	

For further particulars, apply to HAMBURG-AMERIKA LINE, HONGKONG OFFICE, Queen's Buildings, No. 1.

Shipping. U. S. MAIL LINES. PACIFIC MAIL STEAMSHIP COMPANY AND OCCIDENTAL & ORIENTAL STEAMSHIP CO.



TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG. COPTIC CITY OF PERKING GAELIC CHINA. THE O. & O. Company's Steamship COPTIC will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 10th Sept., at Noon, taking Freight for Japan, the United States and Europe. Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States & Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia and to European officials in the service of the Governments of China and Japan. TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required. Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, September 3, 1901. GEO. ECKLEY, Acting Agent.

NORTHERN PACIFIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG. Via Shanghai, Inland Sea of Japan, Kobe and Yokohama. FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.

Steamer	Tons	Captain	Proposed Sailing
Duke of Fife	3821	J. S. Cox	September 10
Olympia	2627	J. T. Bridgman	October 1
Albatross	3506	J. Panton	October 15
Bretagne	3601	W. Watt	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Excellent accommodation. First class Table. Doctor and Stewardesses carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK \$48. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA, \$35. The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYNA and St. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to Dodwell & Co., Limited, General Agents. Hongkong, September 5, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS. FROM GLASGOW AND LIVERPOOL. STEAMERS. DUE. GLASGOW AND LIVERPOOL... AGAMEMNON... 18th September. GLASGOW AND LIVERPOOL... CALICHA... 19th September. GLASGOW AND LIVERPOOL... NESTOR... 26th September. GLASGOW AND LIVERPOOL... LAERTES... 1st October. GLASGOW AND LIVERPOOL... LAERTES... 9th October.

HOMEWARDS. STEAMERS. TO SAIL. LIVERPOOL DIRECT. (Taking Cargo at London Rates). LONDON... 15th September. LONDON... 1st October. LONDON... 15th October. LIVERPOOL DIRECT. (Taking Cargo at London Rates). LONDON... 29th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents, O. S. S. Co. Hongkong, September 5, 1901.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY.) PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. Steamers. Destinations. Sailing Dates. RINGO MARU, F. DAVIES, MARSHALLS, LONDON, and ANTIWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 6th Sept., Daylight. KAGOSHIMA MARU, K. KORI, MOJI, KOBE & YOKOHAMA. FRIDAY, 10th Sept., at Noon. MIKE MARU, M. ITO, BOMBAY, Via SINGAPORE and COLOMBO. FRIDAY, 13th Sept., at Noon. AWAMARU, N. TRIST, KOBE & YOKOHAMA. FRIDAY, 13th Sept., at Daylight. RIOJUN MARU, O. OHNO, VICTORIA, B.C., and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 18th Sept., at 4 p.m. TAMBA MARU, J. W. WALK, MARSHALLS, LONDON, and ANTIWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID. FRIDAY, 20th Sept., at Daylight. YAWATA MARU, A. E. MOSES, NAGASAKI, KOBE and YOKOHAMA. FRIDAY, 20th Sept., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS. For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road. A. S. Mihara, Manager. Hongkong, August 24, 1901.

Shipping. PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY. WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR	STEAMSHIP	CAPTAIN	DATE
MARSEILLES & LONDON	Banca	E. P. MARTIN, R.N.R.	7th Sept., 10 a.m.
YHAMA, Via SHANGHAI, MOJI & KOBE	Gunton	C. F. LOCKYON, R.N.R.	About 9th Sept.
SHANGHAI	Palawan	J. CHELLEW	About 13th Sept.
LONDON, &c.	Parawatta	R. T. COOK, R.N.R.	Neon 14th Sept.

* See Special Advertisement. † For Freight only. For Freight or Passage, and further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, September 5, 1901.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU. Proposed SAILINGS FROM HONGKONG, America Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Sept. 17, at Noon. Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, Oct. 12, at Noon. Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, Nov. 5, at Noon.

THE Twin-Screw S. S. AMERICA MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, 1901, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States & Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special rates (First Class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia and to European officials in the service of the Governments of China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold Return Tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full, value of same is required. Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco. Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, September 3, 1901. GEO. ECKLEY, Acting Agent.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, Etc. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Buildings, Hongkong, August 26, 1901. GEORGE ECKLEY, Acting Agent.

SHEWAN, TOMES & CO.'S NEW YORK LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship ATAKA will be despatched for the above Port on or about 13th September. To be followed by the S. S. ANAPA, about 18th October, 1901. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, August 3, 1901. 1632

TO IMPORTERS FROM THE UNITED STATES. THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient. For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; to the Agents of the Company at Japan, China, Philippines and Straits. FRANK WATERHOUSE & CO., General Western Agents, Seattle; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI. JARDINE, MATHESON & CO., Agents. Hongkong, July 26, 1901. 1547

REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. MOGLU... About 21st Sept. KURDISTAN... About 12th Oct. SATSUMA... About 12th Oct. LENOX... About 12th Oct. For Freight and further information apply to DODWELL & CO., LTD., Agents. Hongkong, August 24, 1901. 1806

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient. For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, New York; to the Agents of the Company at Japan, China, Philippines and Straits. FRANK WATERHOUSE & CO., General Western Agents, Seattle; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI. JARDINE, MATHESON & CO., Agents. Hongkong, July 26, 1901. 1547

STEAM TO YOKOHAMA & KOBE. THE Company's Steamship TRIESTE, Captain MITTS, will leave for the above ports on TUESDAY EVENING, the 17th Sept. For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Hongkong, August 28, 1901. 1782

FOR NEW YORK. THE 3/3 A. I. L. American Ship I. E. CHAPMAN, having arrived, is now ready to load for the above Port, and will have quick despatch. For Freight, apply to ARNHOLD, KARBERS & Co. Hongkong, August 2, 1901. 1377

FOR NEW YORK. THE 3/3 A. I. L. American Ship MANUEL LLAGUERO will load during September and October, sailing about 25th October. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, July 3, 1901. 1421

Shipping. DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. THE Company's Steamship HAICHING, Captain DAVIS, will be despatched for the above Port, on FRIDAY, the 6th Inst., at 9 a.m.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers. Hongkong, September 4, 1901. 1842

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship EGONSAO, Capt. WEGDAL, will be despatched as above on SATURDAY, the 7th Inst., at 5 p.m.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, September 4, 1901. 1841

THE OSAKI SHOSSEN KAISHA, LTD. FOR TAMSUI, SWATOW & AMOY. THE Company's Steamship DAIGI MARU, Captain T. KITANO, will be despatched for the above on SUNDAY, the 8th Inst. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, September 3, 1901. 1834

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER-RAINEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 9th instant, at 4 p.m., the Company's Steamship YARRA, Captain NERO, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES Via Bombay.

This Steamer connects at COLOMBO with the S. S. Polytechnia which, vessel takes on her Passengers and Mails, leaving that Port on the 9th Inst., direct to SUEZ, PORT SAID & MARSEILLES. Cargo and Specie will be registered for London as well as for Marcellus, and accepted in transit through Marcellus for the principal places of Europe.

Shipping Orders will be granted till Noon, on the 8th Inst. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and value of Packages are required. For further particulars, apply to the Company's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, September 2, 1901. 1820

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship NATAL, Captain BONA, will be despatched for the above Ports on or about MONDAY, the 9th instant. For Freight or Passage, apply to P. DE CHAMPMORIN, Acting Agent. Hongkong, September 2, 1901. 1820

PORTLAND AND ASIATIC STEAMSHIP CO. Agents for and in connection with The Oregon Railroad and Navigation Co., operating the New England Steamships ANDRAVEL, INDRAPURA, KNIGHT COMPANION, between HONGKONG and PORTLAND, (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship ANDRAVELL will be despatched for PORTLAND, (OR.), on or about 16th September, 1901. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information communicate with or apply to ALLEN CAMERON, General Agent. Hongkong, August 12, 1901. 1749

"GLEN" LINE OF STEAMERS. FOR NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship GLENROY, Capt. FORBES SMYTH, will be despatched as above on TUESDAY the 10th Sept., 1901. For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, September 2, 1901. 1827

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM TO SHANGHAI. THE Company's Steamship GARINTHA, Captain MATECIC, will leave for the above place on THURSDAY, the 12th Sept., in the afternoon. For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Hongkong, August 29, 1901. 1791

